

## PERILS OF THE RAIL.

## Fearful Collisions on the B. &amp; O. and B. &amp; A. Railroads.

## Many Passengers Killed and Wounded and Cars Confagrated.

## Collided at Sixty Miles an Hour.

Tiffin, O., Jan. 4.—The fast train on the Baltimore and Ohio, which left New York about 9 o'clock yesterday morning for Chicago, with five coaches and four sleepers, all well filled with passengers, collided with an eastern bound freight train eleven miles east of this city about 4 o'clock this morning.

The fast train was about fifty minutes late and was running at the rate of sixty miles an hour. Passing Republic, a small station, like a flash, they rushed along to the curve a mile east of the town, when suddenly the engineer saw the freight train under full headway within one hundred yards of him. He at once applied the brakes and reversed the engine, but it did no good and the next instant the crash came telescoping the coaches, and piling them upon each other.

TO ADD TO THE CONSTERNATION, of the horrible scene, fire broke out in the smoking car and soon spread to the other cars. Many were killed outright, while others were wedged in among the broken cars and were slowly consumed by the flames. The screams of the wounded and dying were heartrending, but no assistance could be given until a farmer, awakened by the crash, came and with other neighbors worked like heroes to save the perishing. At this writing nineteen dead bodies have been recovered and they lie burned and disfigured in the snow beside the track. Help was sent from Republic and this city as soon as the news was received. It is a fearful sight that recalls the Ashtabula horror, the winter of 1877. It is impossible to give the names of the killed or wounded at this time.

## A SURVIVOR'S STORY.

Toledo, O., Jan. 4.—Charles P. Toll and wife, of Detroit, who were in the wrecked Baltimore & Ohio train this morning, passed through here at noon. Mr. Toll gives this account of the disaster. The train was the Baltimore & Ohio limited express No. 5, which left Washington city at 10 a. m. yesterday. At 2:15 this morning, he was awakened by being violently thrown from his berth. The train consisted of the engine, baggage car, one coach and two sleepers. The train collided with an east-bound freight, which had just stalled a mile west of Republic and eight miles east of Tiffin. The two engines were utterly wrecked. The coach was telescoped into the baggage car so completely that the two cars were completely crushed into the space of one. The two sleepers did not leave the track.

## THE TELESCOPED CARS CAUGHT FIRE.

from the stoves and the mangled and crushed passengers imprisoned in the shattered wreck, shrieked in agony as the flames proceeded with their work of destruction. The engineer and fireman of the freight leaped and saved themselves before the collision. The engineer of the express, named Eastman, had his leg broken and sustained a severe wound in his shoulder. His fireman was caught between the engine and tender and died in a few minutes.

## THE UNINJURED PASSENGERS

and residents of the neighborhood set to work to aid the wounded passengers in the burning cars, rescuing all who could be reached. Up to the time Toll left, which was at 5 o'clock, eight dead bodies had been rescued from the wreck. The baggage man of the express was thrown through the roof of his car, escaping with a broken leg. The express messenger, who was sitting beside him was killed instantly. No one in the sleepers were injured in the least. Among the passengers in the sleepers were Mrs. Fish, of Joliet, Ill., a sister of General Logan, and her son, Charles, neither of whom were injured.

The shock was so terrific that the farmers in the neighborhood

## THOUGHT IT WAS AN EARTHQUAKE

In the confusion of the wreck a hot dispute arose among the train men as to the responsibility for the disaster. It appeared that the freight train was running on the time of the express. The engineer was heard to remark that he had left the last siding with only thirty pounds of steam, and on the up grade, east of Tiffin, his engine went back on him and the train stalled. No danger signals were sent out ahead and the express running at full speed down a grade and around the curve had no warning of the impending disaster until at the instant of the collision.

## ANOTHER BAD ONE.

Springfield, Mass., Jan. 4.—8:30 a. m.—The "Modoc" passenger train from Albany, which should have arrived here about 5 a. m., was badly wrecked at West Springfield. It is reported that it collided with a freight train, the wreck taking fire.

Several persons are reported injured and probably killed. The fire department has gone to the wreck, which is three or four miles west of here.

## A BROKEN AXLE.

The latest from the wreck on the Boston & Albany road is that one passenger and the sleeping car are totally burned. Several people are badly injured, but none are reported killed. The "Modoc" consisted of the baggage, one mail, two sleepers and several passenger cars and is an express from Albany to Boston, reaching here at 5:25. The "Modoc" is the Chicago express making close connection between Chicago and Boston.

## THE AXLE OF ONE OF THE CARS

on the express broke and threw the remainder of the train against the freight train that was passing on the track next to it, which threw the engine and tender of the freight train off the track.

The engineer and fireman of the freight were badly injured, the engineer being caught between the engine and tender. Those most injured on the express were occupants of the smoking car.

Conductor Chapin, of the Modoc, was badly injured and has been brought to his home here. The passengers not seriously

injured have gone east from this city on the "Governor's" train, leaving at 8:30. The more seriously injured were carried to the houses in the vicinity and are being cared for by physicians in this city. The weather is very cold, the mercury standing at zero.

## MAIL MATTER DESTROYED.

Later reports say that two persons were killed, one being burned to death and ten or more seriously injured. All is confusion and correct information is hard to obtain. Fourteen first-class Chicago and Western mail pouches and seventy-three pouches of second-class matter were entirely burned. These contained much registered matter and were destined for all parts of Eastern New England. The mails saved will be brought to this city. Two corpses were on the train and one of them was entirely consumed.

## SEVENTEEN INJURED.

It is now learned that no one was killed, but Charles S. Packard, of Westfield, Mass., was injured internally and it is feared will die; about sixteen others are injured but not seriously.

## THE INJURED.

Following is a list of the injured:

Chas. R. Packard, a printer of Westfield, probably fatally injured.

Mrs. Jane M. Jenks, of Troy, badly injured.

Mrs. F. M. Chandler, of Troy, severe sprains and an unjointed ankle.

M. H. Smith, of Springfield, cut about legs and fingers.

Francis E. Thomas, of Campbell's, Massachusetts, hurt about the legs.

T. E. Dwyer, of Honolulu, badly bruised and cut.

Mary Severino, of Honolulu, flesh wound on the side of the face.

E. S. Whitford, of Providence badly bruised.

Mrs. Whitford, bruised.

Leser Arden, of Springfield, terribly cut on the leg.

John Saunders, of West Springfield, cut on the forehead and cheeks and shoulder dislocated.

Conductor G. A. Chapin, bruised on the head and face.

F. Rowson, of Mount Hope, Kan., cut on the right leg and ankle dislocated.

C. H. Clark, (colored) of Windsor, Locks, Connecticut, cut and bruised.

Chas. Varwick, of Lockport, N. Y., teeth knocked out and scalp torn.

P. J. Arielly, of Ashfield, bruised.

Dexter Drury, of Farmingham bruised.

Mrs. Jenks and daughter, and Mrs. Chandler, of Troy, were on their way to Ludlow with the body of Mr. Jenks, which was burned.

The through and Chicago and other northwestern mail for all New England points, five pouches, was entirely destroyed. All the Westfield and Pittsfield and the Albany letter mail was destroyed. There were about eighty sacks of newspaper mail and all but seven of them were burned.

## Died.

Mrs. Julia A. Carter, colored, wife of James B. Carter, died yesterday at her home in the north part of this city, aged 48 years. She was an old resident of Sedalia, well known and much respected among the colored people, and has many white friends who will regret to hear of her death. She leaves four children.

George W. Swaymeir, the bridge foreman so badly hurt at Muddy Bridge Thursday morning last, died at the hospital yesterday morning, and his remains were shipped to his home at Holden for interment.

## Lease on Life.

Jefferson City, Mo., Jan. 3.—[Special.]—The governor to-day rescripted Jas. S. Patton who was sentenced to be hanged Jan. 14, at Ozark, Mo., as it now stands Payton will suffer the extreme penalty of the law on Feb. 18.

In May, 1885, the accused, then a lad of sixteen years, shot at "Bud" Mathews, the bullet hit and killed a child in the arms of a lady. It is for this that he was sentenced to death.

The governor has granted the rescript in order to give the legislature an opportunity to amend the law regarding the punishment of minors who are convicted of Capital offenses.

## Pardon of Emmet King Refused.

Jefferson City, Mo., Jan. 3.—[Special.]—Governor Marmaduke has refused to pardon Emmet King, who pleaded guilty to forgery and robbery in Pettis county and was sentenced last April to the penitentiary for six years.

## A Deliberate Murder.

Eldorado Springs, Jan. 5.—[Special.]—The community in this vicinity were badly shocked this morning to learn that there had been a horrible murder committed at the Cherry Valley school house, eleven miles southeast of this city, in Cedar county. The murderer was brought to town this morning early and your reporter gleaned the following: At a meeting being held at Cherry Valley, Clark, the man who was murdered and Oakes, the murderer met. Oakes was of a wild disposition and was using vulgar language inside of the church during services, when Clark, who was a religious man, requested him to stop when Oakes grew angry and hot words followed. While the congregation were singing the closing hymn Clark and Oakes stepped out-side and Oakes drew a large butcher knife and cut Clark's throat from ear to ear killing him instantly. John F. Clark, the murdered man, was twenty-seven years of age and bore a good moral record and of a good family. Oakes also was of a good family and of a good moral character or so regarded by the community. The inquest will be held at two o'clock this evening. The preliminary trial has been set for Saturday at one o'clock before Squire Simpson. From the existing evidence the murder seems to have been unjustifiable and Oakes stands a good chance to meet the sentence usually given to murderers in the first degree.

## Which is Very Important.

Other plasters are dull and slow. Benson's Caprine Plasters act promptly, saving time and suffering.

## WYANDOTTE WRECKERS.

## The State Closes and the Defense Prepares to Open.

## A Very Plain Case It Is That They Have to Tackle.

Kansas City, Jan. 1.—The trial of Hamilton for the train wrecking murder was resumed this morning in the district court at Wyandotte. There was a large attendance of spectators, among whom were the wives and families of the train men killed in the wreck. Only a few witnesses were examined up to 10:30 o'clock a. m., at which time the prosecution rested. The evidence given was mostly of an unimportant nature.

## B. D. PALMER, A CARPENTER,

at present residing in Iowa, but formerly a resident of Armourdale, was the first witness called. He said he boarded with R. H. Laws in April, and knew Hamilton, who lived a few feet west of Mr. Laws. On the evening of April 25, while he was at the supper table, Hamilton came to the back door and called Mr. Laws out and talked to him in an undertone. Hamilton again came to the back door between 5 and 6 o'clock the next morning and asked for the key to his house, which had been given to Mrs. Laws to keep until he called for it.

Cross-examined by Major Warner, the witness reiterated these statements.

## W. B. RAYMOND

was next called, but was objected to by the defense because his name was not on the information. The objection was sustained by the court.

John Ludhope was also objected to by the counsel for the defense because his name was endorsed on the information as J. J. Ludhope. The objection was also sustained.

W. L. McKenzie testified that he is 27 years of age and kept a news stand and restaurant at No. 1919 West Sixth street. The Knights of Labor hall is above his place.

He saw Hamilton on April 26. He was standing by a telegraph pole near his place. It was between 5 and 6 o'clock p. m. Hamilton had on a rubber coat and a slouch hat. He did not have a wig on. It was not then raining.

## J. J. WILLIAMS

testified that he was a brakeman by occupation and was employed on the Union Pacific railway up to two weeks ago. In April last he was working for the Missouri Pacific railway between Hiawatha and Kansas City. On Sunday, April 25th, he left Kansas City at 6:10 a. m. in charge of train No. 35. He left Atchison at 7:50 in the evening and reached Kansas City at 11:40 o'clock. The train made between twenty and twenty-five miles an hour, between Wyandotte and Cypress yards. The track was in a good condition when the train went around the curve. He went to the wreck and saw that the spikes had been drawn and the fish-plates taken off.

The witness was cross-examined by Mr. Hutchins. He said the average rate of speed was fifteen miles an hour. He had received no instructions as to the time he should make that day. He had not been instructed to run slow around the curve. The witness could not tell the exact time he reached the wreck, but was certain it was between ten minutes to seven and seven o'clock. He saw Spaulding there but could not identify anyone else.

## THE STATE HAVING FINISHED

its testimony rested. The court announced that the reports and pay rolls introduced to show that Hamilton's handwriting was the same as that of the letters received by Mr. Drake from the defendant were to be excluded.

Mr. Hutchins and Major Warner argued that the court should exclude from the jury all the papers from which the expert formed his opinion that the anonymous note received by "Brother Alfred" was the handwriting of Hamilton. The court said that all the reports and the payroll and the expert testimony based upon them would be stricken out and not be considered by the jury.

## AT THE AFTERNOON SESSION.

The defense stated that it expected to show that the wreck was accidental, the result of the bad condition of the track.

Second, that Vossen's testimony and brother Alfred's is not corroborated, and Third, to prove an alibi for the defendant Hamilton.

Three witnesses were then examined. They testified that the track was in a very bad condition. The fact was developed that two of them are Knights of Labor and one is stopping at the house of one of the accused men.

Kansas City, Jan. 4.—The interest in the trial of Geo. H. Hamilton, the alleged train wrecker, shows no sign of abatement. The district court in Wyandotte was again crowded this afternoon.

Charles Jupp was the first witness called to the stand. He testified that previous to and after the wreck he was in the employ of the Missouri Pacific railway company, in the capacity of trackwalker. Three or four days previous to the wreck he reported to Mr. Randall, the section boss, that the track was in bad condition between the street car bridge in Wyandotte and the Cypress yards, and if it was not repaired there would be a wreck there. It was out of gauge between the points named an average of three-fourths of an inch.

## ON CROSS-EXAMINATION THE

witness said the track in the vicinity of the scene of the wreck was repaired three or four days before the wreck. It was left three-fourths of an inch out of gauge between the street car bridge in Wyandotte and the Cypress yards. He noticed while walking the track before the wreck that many of the ties were decayed at both ends between the points named, and that the outside rails had spread or been pushed out of place by the car wheels passing over them. The greater portion of the ties in the piece of track described are now sound. The ties would average twenty to twenty-five to a rail. He would not swear how many of the ties

in the vicinity of where the wreck occurred were rotten. He thought, however, they would average about ten or twelve to the rail. They were so badly decayed that pieces could be kicked off from them with the foot. The track in the vicinity of the culvert crossing Splitlog creek was badly out of gear.

## JOHN RYAN FOLLOWED.

He said he was about 50 years of age, and had been a railroader thirty-four years. He was, during the latter period, employed as foreman and switchman. He had worked for the Missouri Pacific railway company, had charge of its yard sixteen years and had walked its track about one month. About 10 o'clock in the morning of the wreck he went to the spot where it occurred. He saw there a broken strap commonly called fish-plate. The break was old and rusty. It looked as if it had been made at least a week. The strap or fish-plate had four bolts in it. He also noticed that many of the ties were rotten.

On cross-examination by Mr. Waggoner, the witness said that perhaps half of the ties in the vicinity of the wreck were so rotten they would not hold the spikes. The rails were sunk into the ties about half an inch. That was a good thing, however, as the wood on both sides of the rails helped to hold them in place.

"Did you know Hamilton?" asked Mr. Waggoner.

"I did not," replied the witness.

"You do not know him and never saw him?"

"I may have seen him, but I am not acquainted with him, I would not know him if I saw him."

"Are you a Knight of Labor?" continued Mr. Waggoner.

The witness hesitated a moment, and glanced nervously around the room and from the counsel for the prosecution to the counsel for the defense. "I won't answer that," he replied, when he finished his survey.

"Are you a Knight of Labor?" repeated Mr. Waggoner.

"I won't answer that," again responded the witness.

Judge Hindman—"Answer the question."

The witness again hesitated and repeated his statement: "I won't answer that."

Mr. Waggoner—"Are you a Knight of Labor?"

Judge Hindman—"You will answer it or I'll send you to jail."

The witness smiled and looked up at his honor and said: "You will?"

Mr. Waggoner—"Are you a Knight of Labor? Answer the question. The judge says he will send you to jail."

The witness—"I was one but I am not now."

Mr. Waggoner—"When was you one?"

Objected to by Major Warner. The objection was overruled.

The witness—"A year ago."

Mr. Waggoner—"Are you a Knight of Labor now?"

The witness—"I am not."

Mr. Waggoner—"What lodge did you belong to?"

Objected to and the objection overruled.

The witness—"Wyandotte Lodge."

"Mr. Waggoner—"The same that Hamilton belonged to?"

The witness—"Oh, no."

He was then asked if he knew the other men indicted with Hamilton for wrecking the train. He replied that he did not.

## ABOUT TWENTY-FIVE OTHER WITNESSES

were examined, all of them testifying to the bad condition of the track. They were chiefly railroad employees, who had been in the habit of passing in the vicinity of the Missouri Pacific track to and from their homes. With a few exceptions all admitted, on cross examination, that they were Knights of Labor. One of the strongest witnesses damaged his evidence on the cross examination by acknowledging that he had been active in helping to secure testimony for the defense and had a consultation with Hamilton in jail last Sunday.

Kansas City, Jan. 6.—Notwithstanding the cold blustery weather, interest in the trial of the alleged train wrecker, George H. Hamilton, shows no abatement. When the doors of the district court at Wyandotte were thrown open this morning a large crowd of interested spectators filed in and took possession of every seat and filled the aisles. The testimony of the witnesses for the defense during the forenoon was mainly for the purpose of establishing an alibi for Hamilton, Geers and some of the other men indicted for ditching the Missouri Pacific train on the morning of April 26, 1886.

## WILLIAM F. MCNAMARA

was the first witness. He testified that he was injured in the wreck at Grand avenue before the ditching of the train for which Hamilton and the other Knights of Labor leaders are under indictment. He was in Kansas City when the latter event occurred on the morning of April 26. He got up about noon that day. The night previous he went to the Knight's hall at No. 1919 West Sixth street, Kansas City, Kansas. He reached the hall about five minutes after 10 o'clock. He saw Vossen when he first entered the room. Half an hour later Feeny came in. The witness remained until 12 o'clock that night. While he was there he did not see either Vossen or Feeny leave the hall. The witness said he is acquainted with Jack Leary, and that that individual came into the hall about a quarter to 12 o'clock. He did not see Mike Leary there. Robert Geers, with whom the witness is acquainted, was not in the hall while he was present. Hamilton was there and was engaged in a game of cards with other men there at the time. No reference was made by the witness or any of those in the hall at the time of the strike, to the running of trains or other labor matters.

## HAMILTON HAD A GRAY WIG

and a black slouch hat. Vossen tried on the wig and others took it in their hands. No one, however, asked Hamilton what use he intended making of the wig. It was not spoken of in the witnesses' presence. There were two lamps on the table which gave sufficient light to enable the witness to see those in the room distinctly. There were chairs all around the room and a cot upon which Monahan was lying. The witness said he now has a suit pending against the Missouri Pacific railway company for damages for the injuries received by him in the Grand avenue mash up. Hamilton also

had on a rubber or gum coat, which he did not take off during his stay in the hall. It was not raining and according to the witness's best recollection it was a clear night.

## MRS. MCMILLAN

testified that she resides with her mother in Riverview. Previous to going there she lived in Colorado, where her husband died. At the time of and previous to the wreck Alonzo Sparks boarded at her house. He was a brother-in-law of Jacob Borden. On Sunday, April 25, Mr. Sparks was very sick with a congestive chill. Mr. Borden and his wife were sent for and came over during the afternoon. They remained until about ten o'clock in the evening. Robert Geers, who was a neighbor, came in between six and seven o'clock in the evening, and when Mr. and Mrs. Borden left they requested him to remain with the sick man. Geers came until three o'clock in the morning of Monday, April 26. The witness remained with the sick man after Geers' departure.

On cross-examination the witness said that her sister's child was taken sick on Saturday and died on Sunday the 18th of the same month, and that her mother had been an invalid for two years. Medicine was being purchased from time to time for her. She remembered the date of Spark's illness, because it was just a week after her sister's child died. During the night of Sunday, April 25, she gave medicine to the sick man (Alonzo Sparks) every two or three hours.

## MRS. LIZZIE GEERS

the wife of Robert Geers, one of the men in jail for causing the wreck, followed. She testified that she at present resides in Armstrong and substantiated the statement of William Borden and Mrs. McMillan, that her husband (Robert Geers) sat up with Alonzo Sparks the night before and the morning of the wreck.

Mrs. Geers finished her testimony at 11:15 o'clock. The attorneys for the defense then asked that the court take a short recess, which was ordered by Judge Hindman. The defendant's counsel then retired, and after a consultation lasting twenty minutes, returned into court. Governor Johnson then said that, notwithstanding the defense had still a large number of witnesses that had not been called, it had been decided to submit the case without introducing further testimony.

## GEORGE A. FOWLE

alias "Brother Alfred," was then again called to the stand to give evidence in rebuttal. He was asked by Judge Laughlin:

"To how many persons did Mayor Hannan introduce you as 'Brother Alfred'?"

"To that we object," said Major Warner, "as not being proper evidence in rebuttal. That was all gone into on the direct examination."

Judge Laughlin and Mr. Waggoner insisted that in view of the positive denial by Mayor Hannan of the statements made by the witness Fowle, and the assertion of Mayor Hannan that he had not introduced Fowle to any one as "Mr. Alfred" or "Brother Alfred." It was competent to show by the testimony of the witness that the statements of Mayor Hannan on the stand were not true.

## GOVERNOR JOHNSON

Major Warner and Mr. Hutchins insisted that the prosecution could not bring the witness upon the stand to testify to matters brought out during the cross-examination of Mayor Hannan by the counsel for the state. They could only examine him upon matters testified to by Mayor Hannan during his direct examination, and those matters must relate directly to the defendant Hamilton. Any conversation had between the witnesses when Hamilton was not present, testified to by witnesses for the defense upon cross-examination, was not competent testimony, and was not proper rebuttal.

Judge Hindman said he would allow the witness to answer questions put for the purpose of showing that the witness, Fowle, represented himself as the agent of Mr. Powderly and that he had been introduced by Mayor Hannan as "Mr. Alfred."

The question was then withdrawn and the witness was asked:

"Did you ever meet Mayor Hannan at the St. James hotel?"

Objected to and the objection overruled. Exceptions by the defense.

"I did not, and he was not to my knowledge ever there," replied the witness.

"When you came to Wyandotte," continued Judge Laughlin, "did you bring a letter to Mayor Hannan from Lloyd?"

Objected to and the objection sustained.

"What did Mayor Hannan do with the letter?"

Objected to and the objection overruled. Exceptions by the defense.

"He tore it up and threw it in the waste basket."

W. H. Robinson was then called. He testified that he is a coal dealer.

"Did you ever hear Mayor Hannan speak of Brother Alfred?" asked Judge Laughlin.

Objected to and objection overruled.

"Yes sir," replied the witness.

"What did he say about Fowle?"

Objected to and the objection overruled. Exceptions.

"I never heard him speak," said the witness, "about Fowle. I heard him speak about Alfred."

Major Warner and Mr. Hutchins both objected to further evidence intended to impeach the testimony of Mayor Hannan. The foundation for evidence concerning the conversations had with him by the witness on the stand and other witnesses had not been laid, they asserted.

After they had concluded their brief oratorical effusions, Judge Laughlin said: "Very well, we will withdraw the witness for the present and call Mayor Hannan. We will lay the foundation."

## The best medical writers claim that

the successful remedy for nasal catarrh must be non-irritating, easy of application, and one that will by its own action, reach all the remote sores and ulcerated surfaces. The history of the efforts to treat catarrh during the past few years obliges us to admit that only one remedy has completely met these conditions, and that is Ely's Cream Balm. That safe and pleasant remedy has mastered catarrh as nothing else has ever done, and both physicians and patients freely concede this fact. The more distressing symptoms quickly yield to it.

## GENERAL LOGAN'S SUDDEN DEATH

Is a great shock to the nation. Few knew that he was even indisposed when the news of his death flashed over the wires and thousands of people stood aghast at the sudden change from health and vigor to cold and silent death. For the past twenty-five years there has been no man more constantly before the public than General John A. Logan. Through all his career he has been noted for his fearlessness and purity of character, both in public and private life. Loved by friends and respected by enemies he will be mourned by all.

His death adds another to the long list of victims to sudden and acute rheumatism. Probably no disease is so common as rheumatism, none is more sudden or dangerous and there is certainly none which so completely baffles medical skill.

Only one remedy has yet been discovered which is a sure and safe cure for rheumatism and its twin diseases, neuralgia, and that is Athlophoros. In thousands of cases Athlophoros has proved a quick and certain cure for these diseases. In connection with Ath